

bill as the greatest tragedy which ever happened to New York City.

"The bill takes away from the city all its rights and power of control over the traction lines, and this despite the fact that all the lines are within the city, despite the fact that the city has invested its money in the traction lines, and despite the fact that the lines are supported mainly by the people of the City of New York," continued Tolbert.

"This is a local question, to be solved by ourselves. In order that we may do that we are willing to continue to stand and hang by the straps and be crowded into cars.

"Amend the bill so that the city will have the final say. If the plan submitted to the city officials is a proper one, and it refuses to accept it, the people will turn them out of office at the next election. If you don't do that, at least give the people the right to vote on any plan proposed.

Bankruptcy Reports for Years

"We have heard for years that the traction companies would go into bankruptcy if not given immediate relief. This was predicted time and again. It has not happened to date.


"They call this emergency legislation. This is the shrewdest piece of nonsense imaginable.

"I predict that within two months from now the traction companies will be so tied up with litigation they will not get any increase.

"Let us take care of our own troubles. We can do it if you let us alone."

UNITED RETAIL CANDY STORES

"Happiness in Every Box"



Sweet Memories

SEND sweet memories of the blessed "Emerald Isle" to every loyal colleen and gossoon you know: memory-greetings made sweeter far, when expressed by "Happiness" Candies.

You can step into any United Retail Candy Store and choose candies of the very color of the shamrock fields, if you wish—Jordan almonds, spiced gum drops, hard candies, or drop your card into a box of the famous "Evangeline" \$1 Chocolates—lb.

An ideal remembrance for St. Patrick's Day.

16 New York Stores

Happiness Candy

UNITED RETAIL CANDY STORES

Vermouth

MAKE what you have last twice as long by mixing it with Mouquin's non-alcoholic Italian Vermouth—the new vermouth with the old-time flavor and blend.

Ask for MOUQUIN beverages by name. Imitations are unsatisfactory.

Smoke our Cigarettes Boniface.

Mouquin

Restaurant & Wine Co., 136 Prince St., N. Y. Tel. Spring 5845

Warm Days Halt Home Ice Making

Housewives in some of the more learned sections of the city, where economy is also practiced, complain about the warm weather. During the nippy days these housewives fill their dishpans with water before retiring and place them outside on the fire escape. In the morning the dishpan contains a large cake of ice. But during these warm days the housewives have to shout, "Oh, Joe!" and order ice, a small chunk of which costs 30 cents.

New York Sun.

A full 50 pound block of clear, clean knickerbocker costs only 80 cents in Manhattan and Brooklyn.

Knickerbocker ICE Company

where you don't have to "keep off the grass."

it is our business. If it gets beyond our control, then it won't be time to invoke the police power, but that time has not arrived."

Senator Nathan Straus jr., Democrat of New York, said that the principal objection he had to the bill was that it sought to stabilize the securities. Senator John L. Karle, Republican of Queens, said that the bill took away from the city the right to control the railroad companies.

Senator Alvin W. Burlingame jr., Republican of Kings, said:

"The whole thing is staged. The votes are counted. It is useless to talk. Yet I cannot let this opportunity go by without saying to those who have been whipped into line by every known political pressure that New York City is against this bill.

"This is an eight or a ten cent fare bill. We put the power to fix rates in the hands of three men. If two of these men—now unknown—want to increase fares, the fares will be increased. Such a circumstance was never contemplated by the framers of the Constitution."

The Senator then read from a list of the largest stockholders of the Interborough, beginning with the estate of Jay Gould and ending with a number of Standard Oil directors.

"If you vote for this bill," said Burlingame, "you are voting subscription to the people on this list—the widows and orphans—hear to much about it."

McGee Warns New York Men

The next speaker was Senator Martin G. McGee, Democrat of New York. He passionately denounced the proponents of the bill, saying:

"You are not bouncing anybody. You are not going to make anybody believe that you are. You are going to make an office in voting for this bill after the very meager explanations you have heard. If this bill goes through we in New York City are going to be robbed. If I voted for this bill I would expect the people to follow me in the street crying, 'Thief! thief! thief!' and to you men from New York City who are going to vote for this bill, I say, as you lay your head on the political block, 'God be with you!'"

Senator John J. Boylan, Democrat of New York, repeated his arguments of yesterday. He was followed by Senator Schuyler M. Meyer, Republican of New York, the first speaker for the bill.

"I have heard some home rule talk today," he said, "and I have prepared in this sheet which I hold in my hand a list of the anti-home rule bills introduced in the last ten years in this Legislature. I find there were 1,491 such bills, which provided for mandatory increases in salary, rechartering of trolley and policemen, and the like. Of this number 1,116 were introduced by Democrats from New York City and the balance from Republicans of New York City. Not one by any man from upstate."

"How did you stand on those bills?" asked Senator William L. Waller.

"I introduced two," replied Meyer. "You introduced twenty-six."

Accepts Word of Nixon

Senator Meyer then read the report of Public Service Commissioner Nixon, who was appointed by Governor Smith, and who recommended a flexible fare. In this report Mr. Nixon said that with such a system it would be only a short time before books of tickets could be sold at an average cost of less than a cent. Senator Meyer said that the report charged that the House of Representatives' action was responsible for the present condition in the transit lines.

"I would rather take the word of Mr. Nixon," continued Meyer, "than an emergency exerts and some drastic remedy must be applied, rather than that of opponents of this bill who have not made a study of the subject."

"Not a suggestion of a substitute has been made here today by those opposed to the Governor's plan. The city authorities have known of this legislation for two months. They could have called in the Public Service Commission, sat around a table, and tried to arrive at a solution. But what they have done is what they have been doing for the last three years—nothing. They want us to let the traction problem remain the football of politics. Until some constructive plan is offered, the representatives of the City of New York in this Legislature should support the Governor's plan."

Then the introducer of the bill in the Senate, Senator John Knight, of Arcadia, rose to defend the bill. He went into the history of transit legislation in 1873, when public utilities in their franchises were permitted to charge 5, 10 and 15 cents a mile. He said that there was nothing in the original rapid transit act which gave the City of New York any other power of consent except that of construction, and that that was embodied in the bill before the Legislature. This, he said, was the only power over traction companies delegated to the City of New York by the state.

"It is true that the dual subway contracts were approved by the City of New York," said Knight, "but there was no provision of law to authorize this. Then the city was dealing with but one corporation. This bill deals with fifty-eight corporations, ten of which have gone into the hands of receivers and another ten have suspended operation."

City Authorities Did Nothing

He said that the argument that the matter should be left to the city authorities to solve was idle, in view of the fact that they had done nothing although they had three years in which to act.

"It will take \$500,000,000 to take care of the transit extensions in New York City," continued Knight. "That could not be done by the City of New York because of the debt limit, fixed by the constitution, and this is another reason why the bill must pass."

Senator Knight then took up the administrative features of the bill and explained them.

"The provisions regarding rates are general and apply to all municipalities, the only exception being New York City, where we provide that temporary rates shall not be allowed except under certain conditions," said Senator Knight. "This provision is not in the interest of the corporations, but the people at large. Under the provisions of this bill, which is non-confiscatory, a plan can be developed for a unified service in the greater city."

Minority Leader Walker asked Senator Knight if a private contract could be abrogated.

"It was abrogated in the rent laws," said Knight.

"Oh, no. The health and morals of the people were endangered by the housing situation," said the minority leader. "Now I know why there was all this talk of abuse of women and girls in the subway yesterday. It is to lay a foundation for a fight in the courts."

Come into the Knickerbocker

where you don't have to "keep off the grass."

The police power has been used in this instance for some loose talking and loose thinking. Why, your arguments would bring tears or laughter from the Sphinx."

The minority leader then read the City Club's analysis and criticism of the bill and said this clearly showed that the Transit Commission would zone the city, dividing the subway into three parts, or more if it wished, and fix a 10-cent fare in each zone.

He called upon the proponents of the bill to deny this if it were untrue.

"This section of the bill, specifying that the city shall finance the Transit Commission, willy nilly," continued the minority leader, "also provides that you can put elected city officials of New York City into jail if they refuse to pay the money."

Senator Frederick M. Davenport, professor of economics at Hamilton College, who was expected to lead the fight against the bill, was the next speaker. He defended the measure as necessary to bring an end to the divided responsibility which, he said, had brought about a condition bordering on chaos in the public utilities of the state.

"The only rock of danger in this section," he continued, "is the section providing for temporary increases in fare without consent of the city authorities."

He declared that the measure did not look after the interests of a vast interlocking or sinister influences as was charged by some of the opponents, but was intended for the public welfare.

"The working out of the plan provided for in this bill will prove," said Davenport, "that the Governor has, as he said during the campaign, but one client—the people of the State of New York. It is up to us to give him the chance to win."

"The minority," said Senator Lusk, "has treated this bill solely from the standpoint of political expediency. As I listened to them attack Governor Miller I recalled that the majority, when Governor Smith asked for traction legislation, did not cast an aspersion upon Governor Smith's honesty. I voted for his bill. I also voted for the bus bill of Mayor Hylan, who is a bit of a demagogue, always at the head of the mob; not a leader, but borne along with the mob. All of this talk of home rule is without a scintilla of sincerity."

Mayor Hylan's only plan is to sit by and wait for the traction lines to go into bankruptcy. Whether his motive is financial or political I do not know, but he does not care for the suffering of the people of New York City. We have the choice of voting on this measure from the standpoint of principle or the standpoint of political expediency."

The vote was then taken on Senator Duggan's motion to strike out. It was lost by a vote of 33 to 18. Thirteen amendments were then offered to the bill. All were defeated, the vote varying not more than three either way.

Way Paved for Assembly Passage

While the Senate was engaged in debate on the rapid transit measure, Assembly leaders paved the way for speedy disposal of the bill when it is brought up for passage in the House tomorrow. This work consisted mainly in weeding out a number of amendments similar to those which made heavy inroads upon the time of the Senate.

The strength of the proponents of the traction bill in the House was displayed when a motion made by Minority Leader Donohue to have the measure returned to committee was defeated by a vote of 94 to 50. While the leaders are not inclined to believe that they will have a similar number of votes at their disposal when the final roll call on the passage of the bill comes up tomorrow, they think, nevertheless, it indicates that the measure will pass with not less than 50 votes.

The traction bill was advanced to order of passage without a formal vote. The motion for its advancement was made by Majority Leader Simon L. Adler, who said that the bill had been defeated. The motion for its advancement was carried without objection.

The Assembly's action on the bill was brisk, and lacked the verbal pyrotechnics which kept the Senators in their seats for more than eight hours. When the measure was called up by Mr. Adler, announced that no member would be allowed to debate the measure for more than fifteen minutes. He urged those who desired to speak to withhold their speeches until the bill comes up for final passage tomorrow, when they would be given unlimited time.

Minority Leader Donohue, who moved to return the bill to committee and introduced two amendments, and Assemblyman George M. Jesse, who presented five amendments, were the only ones who spoke and they confined themselves entirely to brief explanations of their proposals. All amendments were defeated.

The number of idle workers was reported to have grown in the Pacific Coast states, but organized efforts toward semi-public and public works are expected to bear fruit possibly this month.

Industries Put Workers Back On Jobs Here

Boston and St. Louis Also Report Increase in the Number of Employed in February Over January

Decrease Over Country

While Auto and Textile Trades Revive, Iron, Steel and Railroads Retrench

WASHINGTON, March 16.—The number of persons employed in the United States continued to decrease during February, the Department of Labor's employment service announced to-night in its monthly survey of the unemployed. The decrease for last month, as compared with January, was estimated at 1 per cent.

The employment service made no attempt to estimate the size of the nation's army of jobless workers, but its figures showed that 1,423 firms, located in the sixty-five principal industrial centers of the country, had in 1,624,253 workers, as compared with 1,624,253 on January 31. This was a net decrease of 16,295.

Reports to the service showed decided increases in the number employed in the manufacture of automobiles and land vehicles, textiles and leather products, amounting to 18.8, 8.5 and 7.7 per cent, respectively. These increases, however, were offset by decreases of 7.3 per cent in the iron and steel industries, 6.8 per cent in railroad repair shops, 5 per cent in chemical plants and 5.7 per cent in producers of liquor and beverages.

Detroit Recovers From Slump

Denver, with a decrease of 24.9 per cent on the basis of the service's reports, led the thirty-six cities in which the number of employed was less at the end of February than at the close of the preceding month. On the same percentage basis Youngstown, Ohio; Indianapolis, San Francisco and Grand Rapids followed in the order named.

The percentage of employed showed the greatest increase in Chattanooga, Tenn., amounting to 67.6 over January. Detroit was shown to be recovering from the general depression, so far as labor was concerned, the percentage of increased employed in that city at the close of February amounting to 34.7 per cent over the end of January. Other cities showing heavily increased percentages of employed were announced at Peoria, Ill.; Johnstown, Pa., and Bridgeport, Conn.

Reports from New York City, Boston and St. Louis showed an increase in the percentage of employed, while figures for Chicago, Baltimore, Cleveland, Philadelphia, Los Angeles and Pittsburgh gave a decrease in the number of workers able to maintain a hold on their jobs.

Improvement in New England

New England reports showed improvement generally in business and labor conditions, unemployment and part-time employment being most prevalent in the textile, shoe, machinery, metal and building trade industries. The New England textile mills, however, were said to be recovering from the period of inactivity.

Reports from New York, New Jersey and Pennsylvania varied in accordance with the wide range of industries in those states. Little demand was reported for unskilled workers in New York City, while Pittsburgh reported 22,300 unemployed.

Labor conditions generally in Ohio, Illinois, Indiana, Michigan and Wisconsin indicated improvement, with prospects of further betterment, the service's reports said.

Public Workers Supply Jobs

The Northwest-Central district, composed of Minnesota, Iowa, Missouri, Nebraska, Kansas and the Dakotas, also reported an improvement in employment and building activities giving employment to many of those discharged in other industries.

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Daylight Saving Urged In Cities All Over State

Merchants' Association Sends Appeal for Action to Commercial Organizations

An appeal to all commercial organizations in New York State to bring about the adoption of local daylight saving ordinances was made yesterday by the Merchants' Association of this city.

"You are no doubt familiar," the appeal says, "with the fact that the daylight saving repeal bill has been passed by the Legislature and signed by the Governor and is now a law of the state. The new law provides that municipalities desiring to avail themselves of the benefits of daylight saving may do so by the enactment of local ordinances."

"We urge that you give that feature of the present law immediate attention and take steps to have the necessary ordinance adopted in your community. You are familiar with the great benefits of daylight saving, particularly in urban districts."

The letter further suggests that the local ordinances conform as far as possible with the wording of the new law. Ackerman bill, introduced in the last Congress, and to be reintroduced in the new Congress.

Will Hear Power Complaints

New Federal Commission to Hold Session March 25

WASHINGTON, March 16.—Applicants for Federal power licenses who have found the rules and regulations of the outgoing Administration too rigorous will be heard by the new commission March 25, Secretary of War Weeks, chairman of the commission, announced to-day.

Secretary Weeks believes the Federal Water Power Commission is of sufficient importance to engage the entire time of its members. Under the present law the Secretary of War, the Secretary of the Interior and the Secretary of Agriculture, with an executive secretary, compose the commission.

"The Water Power Commission," Mr. Weeks said, "is now confronted with an enormous task, involving the investment of millions of dollars. In my opinion, for the next two or three years the commissioners should have no other function."

Broadway Saks & Company at 34th Street

Announce to Begin To-day

An Extraordinary Special Sale of

2150 MEN'S Silk Mixture Union Suits

Regularly 6.00, 7.00 and 8.00

At 3.65

High-grade Summer weight union suits, made of a silk mixed fabric that has all the lustre and beauty of silk and the wearing quality of the most dependable cotton materials. Each suit is exceptionally well tailored—all are in the athletic knee-length style, and may be had in White, Flesh, Helio, Blue and Tan. Sizes 34 to 46.

All Sales Final—No Telephone Orders Taken

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Britain Signs Trade Treaty With Russians

(Continued from page one)

promises regarding old imperial obligations.

The appointment of British trade agents will follow immediately, thus practically initiating recognition of Soviet Russia as a nation.

The importance of this document can scarcely be overestimated, as it means the return of Britain to her old policy of commercial diplomacy. Great Britain not only has secured the jump on the rest of the world in regard to Russia, but obviously commercial interest will in the long run dictate its German policy as well as that toward Central Europe.

Meanwhile, Germany, in view of the customs barrier along the Rhine and Allied taxes, will turn to Russia as a customer. The position of Leningrad and Trotsky also must be modified, since full resumption of trade means either their overthrow for a more democratic form of government or their own change of front. Their willingness to give up propaganda indicates the latter will be the case.

Strengthens Lloyd George

Momentary results of the agreement here are to advance Lloyd George politically and delight British merchants. Business men in Parliament long have urged this step for their own advantage. Labor, nevertheless, is pleased and the business world is gratified.

There are large Russian orders conditional on the conclusion of the agreement and large stocks of manufactured goods, especially textiles, on hand, marooned by the slump in trade, which now are available for immediate export. There is also a great deal of British shipping idle and ship owners are heartened at the prospect of getting it to work again. If Russia can supply lumber, grain and other raw materials also will tend toward starting up British factories again and increasing production in those not idle.

Peasants Join Deserters In New Anti-Red Army

LONDON, March 16.—A Green army is forming against the Russian government, says a refugee who has just arrived in Riga from Petrograd, according to a dispatch to The London Times from Riga. The army is being made up of deserting Red soldiers and peasants. The first Green contingent is at Kostroma, south of Moscow, where, the refugee says, the general opinion is that the revolutionary party will succeed, but that it will require several months.

Leon Trotsky, the Soviet Minister of War, is reported in a London Times dispatch from Stockholm to be making new overtures for the capitulation of the overtaken Red forces. Although it has been reported that he purposed sending an ultimatum to Cronstadt that if the fortress remained obstinate it would be stormed and razed, his new terms would not require capitulation, but the signing of an immediate armistice and the assembling of a mixed committee to settle terms for a peaceful agreement.

Trotsky declared in an interview given in Moscow that "all talk of a rising in Petrograd and a bombardment of the tower is a silly fiction," says a wireless dispatch from the Soviet capital to-day.

COPENHAGEN, March 16.—Fifty thousand men have been gathered at the Russian fortress at Cronstadt, and this number is increasing daily, says a Helsinki dispatch, quoting an American Red Cross worker who has just arrived there from Cronstadt. An organization of Russian emigrants in this city has been informed in a wireless dispatch that Cronstadt is receiving necessary provisions and has sufficient ammunition for three years.

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Fifth Avenue Office: at 42nd Street

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Reds Call on Workers Of U. S. to Back Soviet Pamphlet Distributed Along the Brooklyn Waterfront Predicts Revolution in America

A pamphlet demanding that workmen of America stand by Soviet Russia and foreshadowing revolution in America was distributed all along the Brooklyn waterfront between Twenty-third and Fifty-ninth streets last night.

The pamphlet bears evidence that it was issued by the Communist party of America and is apparently signed to breed disaffection among shipyard workmen. In part it reads:

"Wild rumors are again being spread by the lying and capitalist press that Soviet Russia is about to fall. Being unable to defeat the heroic Red armies of the workers' republic in open battle and having failed to starve the men, women and children of Red Russia, the capitalists of England, France and America are preparing a new offensive against the workmen and peasants of Russia."

The pamphlets were turned over to the police and an investigation has begun by the Department of Justice.

Drive to Ratify Amendments By Popular Vote Is Begun

All future constitutional amendments will be submitted to the people for a popular vote, or to special conventions chosen by voters, if the plans of the American Constitutional League materialize.

The opening meeting of a campaign for a "back-to-the-people amendment" will be held at the home of Mrs. Misses, 9 Lexington Avenue, tomorrow afternoon. Colonel Francis G. Landon will preside. Speakers will be Governor Charles D. Clark, of Vermont, and William L. McChesney, executive chairman of the Maryland League for State Defense.

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Prohibition of Good Will

The danger of wood alcohol masked behind even the most dependable of old labels illustrates the fear of Caveat Emptor in these piping days of peace.

Caveat Emptor is the opposite of Good Will. With Good Will the buyer believes in and depends upon the fine old trade mark of fine old houses.

Caveat Emptor means let the buyer beware. In these days there is no longer safety in known labels because liquor is contraband.

Who goes in fear trusting no label, no brand, no seal, no mark, even if blown in the bottle, think what it would mean if all Good Will for every known commodity were destroyed and we had left only Caveat Emptor.

Thanks be, this is only an illustration. The earning of Good Will is the big thing in big business today.


National Advertising is an engagement entered into by the manufacturer to safeguard the interests of the consumer in consideration of the creation of a Good Will asset.

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The Delineator (\$2.50 a Year)
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